

Trent, River

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CONSIDERATIONS

ON A NAVIGABLE CANAL

Intended to be cut from the

River **TRENT**, at **WILDEN FERRY**,
in the County of **DERBY**, to the River
MERSEY, in the County of **CHESTER**.

THE opening a Communication between the Ports
of Hull and Liverpool, and uniting the eastern
and western Seas, must necessarily produce the
most beneficial Consequences; but this great and important
Scheme [if practicable] may be effectuated, and all the
Ends of *public Utility* answered, by making a Canal from
the River Trent, at *Burton*, to the River Weaver, near
Northwich, in the County of Chester.

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This Position is so indisputably clear, that no one (who is not entrusted with the secret Councils, which direct this arduous Enterprize,) can suggest any *just* Reason, for entertaining even a Wish, to extend the proposed Canal to Wilden Ferry, (sixteen Miles below Burton,) at the one End, or to the River Mersey, (fourteen Miles below Northwich,) at the other.

In the Course of these Considerations, which are designed to convey an exact and comprehensive Idea of the Origin, Progress and Consequences of this vast Undertaking, Conjectures will be risked as to the real Views which were to be answered by this *extraordinary* Extention; but which, it cannot be doubted, the Wisdom and Justice of Parliament will prevent.

The Resolution of applying "for an Act to make "a navigable Canal from Wilden Ferry, at the River "Trent, to the River Mersey" was declared at a public Meeting (the only one appointed for the Purpose) which was held at Wolsley Bridge, in Staffordshire, on the 30th of December, 1765.

Whether every Branch of this mighty Project was disclosed, to the Gentlemen who were then convened; it's real Object, in it's full and *true* Extent, understood; or it's minuter Considerations entered into and discussed; certain it is, that it was universally conceived, *that the whole Scheme was to be conducted by a Company of Proprietors*, who were to be erected into a *Body Politic and Corporate*. If other Ideas were secretly entertained, the Public has been egregiously misled.



In Consequence of a Petition of several Gentlemen, Land Owners, Tradesmen, Manufacturers and others, of the Counties of Lancaster, Chester, Stafford, Warwick, Derby, Leicester, Nottingham, Lincoln and York, and the Town and County of the Town of Kingston upon Hull, presented on the 15th Day of January, 1766, Leave was given, on Friday the 7th of February, To bring in a Bill "for making a navigable Cut or Canal from the River Trent, at or near Wilden Ferry in the County of Derby, "to or near Swarkestone and Willington in the said County, "Whichnor, Rudgley, Stone and Burslem in the County "of Stafford, and from thence, to or near *Lawton* and "Astbury in the County of Chester, and to the River "Mersey," which on the 18th was read the first Time, and on the 24th a second Time, and committed.

Such has been the preliminary Proceeding, and such the Petition and the Bill; whose only *apparent* Object is, "the Cutting of a Canal from Wilden Ferry to the "River Mersey, *under the Direction of a Company "of Proprietors.*" But *who* could entertain a *Suspicion*, that this Petition, thus flowing from a *public* Resolution, could *privately* usher in an Extension or Diversion of the Duke of Bridgewater's Canal, "from Longford "Bridge, in the Township of Stretford in the County of "Lancaster, to the Hemp Stones in the County of "Chester?"

Remarks
on the pro-
posed Di-
version of
the Duke
of Bridge-
water's
Canal of
2d Geo. 3d

At the Meeting, (the only one which preceded the Application to Parliament,) the Patrons of this Scheme had neither Ingenuity nor Courage to disclose it's full and real Designation; *repeatedly* called upon, they refused to de-

clare, where this great Canal was to terminate ; it's Commencement at Wilden Ferry they did venture to own ; the Public had been given to understand, that * " it was to " join with the River Weaver in Cheshire — or the Duke " of Bridgewater's Navigation, — or the Tide Way in the " River Merley, as should be found most expedient ; " but not a Suspicion was indulged, that the Company of Proprietors were to be united with his Grace the Duke of Bridgewater.

It is not a pleasant Thing to conjecture, by what Means his Grace (to whom nothing derogatory is intended) has been introduced into this Bill ; nor upon what Principle, this darling Proposition can possibly be retained ; and it may not be improper to enquire, by what daring Presumption this strange Authority found it's Way into the Bill ?

If such was the Use which was intended to have been made of a public Application, it would have been manly to have declared it ; this Duplicity is indefensible ; in Matters of such universal and essential Consequence to Property, it is criminal ; it is a dangerous, mean and cowardly Indecision, resulting from a well grounded Apprehension, that the Scheme itself would have been publickly disapproved, had this Branch of it even so much as transpired.

* See Page 55 of a catchpenny Pamphlet intitled "*The History of Inland Navigations,*" dedicated, To his Grace the Duke of Bridgewater, printed for T. Lowndes, in Fleet Street, price 2s. 6d.

If the Company of Proprietors meant originally to stop at Preston Brook, what Encouragement, what Countenance are *they* entitled to, who thus evince, that their Undertaking is secondary to a Design, which none of them have had the Fortitude publickly to patronize? It might not perhaps be too bold to add, that by this single Step they have forfeited all Claim to every Assistance from Authority.

Might it not be asked, whether these Gentlemen were secretly jealous of some powerful Opposition, which they wished to repel by this notable Union with the Duke of Bridgewater?

If his Grace is desirous of diverting the Course of his former Canal, so as to terminate at Runcorn Gap instead of the Hemp Stones, why not cut immediately to Runcorn Gap? Why sweep round to Preston Brook? Does public Utility require his Grace to interfere with *this* Canal in any Shape? Why are the Company of Proprietors prevented from carrying their Canal (if it were necessary) to Runcorn Gap at once? And let his Grace, in a future Day, meet it there, and carry it over the Mersey to Liverpool, if he pleases; but let it be done in an open and constitutional Manner, by a public Petition to Parliament, that every one whose Inheritance will be invaded by the proposed Diversion, may, in Consequence of the just, necessary and usual Notoriety, have an Opportunity of defending his Property, of which, by this Mode of Proceeding, he would be absolutely precluded.

February
15th. the
last Day
for pri-
vate Peti-
tions.

In this Place, it must be remarked, that no PETITION was presented, by his Grace the Duke of Bridgewater, WITHIN THE TIME fixed FOR RECEIVING PETITIONS FOR PRIVATE BILLS, which expired on the 15th of February.

The intended Diversion, which cannot be effected without cutting through several Miles of Land which is not within the Scope of the original Petition, is, TO ALL INTENTS and Purposes, the Subject of A PRIVATE BILL;—and it is most humbly submitted, that no Petition, for a private Bill, which is not received within due Time, can be proceeded upon, without violating the sacred and indispensable Law of Parliament.

This Petition cannot, it is conceived, be defended as an auxiliary Petition; the Canal from the Trent to the Mersey can certainly be completed without this Connection with his Grace; whether the Schemes of his Grace can be accomplished without this Junction is a Consideration foreign to this Bill; in all Events, even if it should promote the mutual Interest of both Canals, let it be the Business of another Session; let the great and essential Rules of Parliament remain unshaken; a Relaxation in this single Instance might produce a Precedent fraught with the most alarming Dangers. *Who* cannot suppose a Case, in which, in after Times, a similar Deviation might be ushered in, with a Pretext to the full as plausible as the present, by which the Rights of Thousands of innocent Individuals might be infringed, without Notice, without Opposition, and without Redress?

His Grace by his Petition [*presented the 12th of March, Duke of*
—which is 25 Days after the Expiration of the Time for re- Bridge-
“carving Petitions for private Bills” states,” that Runcorn water pre-
Gap “ [where the new Canal is intended to terminate]” at sented a
“ the River Mersey, is about two thousand and five hundred Petition on
“ Yards from the Hemp Stones, and that if his own Canal 12 March.
“ were to be diverted.” [from going on four Miles North
West to it’s original Destination at the Hemp Stones]
“ so as to communicate with the proposed Canal” [by an El-
bow of four Miles South West and one Mile South]
“ at Preston Brook, and from thence to be carried on to Run-
“ corn Gap,” [which will make his a new and different Cut
of nine Miles] “ both Navigations will be more compleat and
“ convenient to the Public.”

It is not easy to suggest, why Runcorn Gap is stated to be *two thousand and five hundred Yards* from the Hemp Stones; is it meant to impress a Belief, that the Diversion to Preston Brook is of no greater Distance? Hints have been dropt, that his Grace, under his former Acts, is authorized to make any Diversion within the Compass of *two thousand Yards*; is it intended to be insinuated, that by the proposed Diversion his Grace will only stretch about *five hundred Yards* more?—His Grace has no Power under any of his former Acts, to divert the *lateral* Course of his last Canal *two thousand Yards*; surely the wise Commentators upon these Laws do not consider the Power delegated under his Grace’s first Act “ to make any Cut, Trench, “ or Sluice to convey Coals or Goods to his first Canal, “ not exceeding *two thousand Yards* in Length, and *sixteen* “ Yards in Breadth” as an Authority to alter the *lateral*

Remarks
on the Pe-
tion.

Course of any Part of his last Canal *two thousand Yards* at his Pleasure.

It is a palpable Mistake, to say the best of it; but Preston Brook is not within *two thousand five hundred Yards* of the Duke's Canal; nor can a Diverfion of five Miles, (for four of which the Freeholders of the Lands which are to be cut through, and are not within the Reach of the original Petition, could not have the *regular* Information of a Scheme, which so nearly affects them,) be possibly covered by any of the Authorities claimed by his Grace under his former Acts, nor introduced by an auxiliary Petition, nor can, in the Nature of Things, be adopted by Parliament, but as the Subject of a private Bill. The Treaty which the Company of Proprietors have so happily concluded with his Grace, cannot, it is presumed, obviate this Difficulty.

The Manner of attempting this very dangerous Innovation is sufficient to awaken Jealousy and excite Caution.

This Deviation from the avowed Plan of the Bill, will, we hope, be considered as an absolute Departure from the Petition.

The Bill
should be
postpon-
ed,

This Bill (were the Clauses which affect the Duke of Bridgewater even to be dropt) seems, with all due Deference, to be extremely defective and indigested, and it is submitted to the Honour and Candour of it's Patrons, whether they will pursue it any farther in this Session, especially as there is no Necessity of precipitating an Undertaking, which necessarily affects the Properties of so

many Gentlemen, whose Estates, in so vast a Tract, are to be cut through and separated; and Reason and Justice demand, that it should receive, in every Point of View, all possible Deliberation; and perhaps in a sober and dispassionate Revision, some conciliating Expedients may be hit upon, to reconcile even his Grace's Proposition, without Jealousy and without Offence to either Side.

To this Indulgence a considerable Number of Gentlemen, whose Properties are essentially concerned, are bold to consider themselves entitled; and take Occasion to declare, (and will in due Season testify in a more solemn Manner,) * "*that no private Interest actuates them to form a Design either injurious to the adjacent Countries, or detrimental to the noble Duke whose uncommon Spirit*" they profess to admire. They are superior to every petty and every personal Consideration; they scorn to propagate illiberal Investives, and despise the low and paltry Art of misleading the public Judgment by † "*Calumny founded upon Falsehood.*"

The warmest Partisan of the Bill will not venture to assert, that this very extensive and very complicated Undertaking has, in the usual Manner of Proceedings of a like Nature, been so frequently discussed at public County Meetings, with the Solemnity and Deliberation, equal to

not having received the usual previous Discussion.

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* See Pamphlet Page 76.

† Page 80.

the many important Consequences which must result from it ; and it is upon this Consideration (with many more of great Weight) that it is sincerely wished, that the whole Matter could be deferred, so as to be re-viewed and corrected with the most decisive Attention.

But if this Wish should not prevail, the Case of those, who conceived themselves injured, will, it is not doubted, be duly weighed and considered by a House of Commons, who will not take any Man's Freehold from him, without full and adequate Compensation, nor without evident and irresistible Proof of real and imminent Necessity, supported by the fundamental Principle of public Utility.

If this Bill must in all Events be *now* carried through, it is presumed, That a *Series of Amendments* which are indeed many in Number, and dictated by the Nature of the Case, (tho' perhaps not expected by the Friends of the Bill) but founded in Reason and in Justice,—will be introduced under the Auspices of the honourable House of Commons.

Objections.

So peculiar has been the Fate of this wonderful Project, that, in the very first Print of the Bill, it's known, avowed, original Destination is varied by a Species of Management, neither very usual, nor very commendable in public Transactions.

By the first enacting Clause, [Page 2 and 3.] the Company of Proprietors are "empowered to cut a Canal from Wilden Ferry at the River Trent to the River Mersey;" but the Whole of this Power is continued to them no longer, than whilst they travel to Page 40, where they are stripped of five Miles of their Canal; their Plan is *there* circumscribed, and their Authority divided with the Duke of Bridgewater, who is, it seems, to divert the original Course of his Canal, (which was to terminate at the Hemp-Stones,) in order to meet the new Canal at Preston Brook, and from thence to carry it on to Runcorn Gap at the Mersey.

The
Clauses of
the Duke
of Bridge-
water un-
parlia-
mentary.

Will not this in Effect be *two* private Bills founded upon *one* Petition? Does not the Adoption of his Grace *exceed* the Line of *Reference* to the Committee? Does the original Petition authorise any Proceeding, abstracted from a *Power to the Company of Proprietors of cutting the whole Canal*? Does the Bill *in this Point* follow the Prayer of the Petition? Is a competent Notoriety of the proposed Innovation conveyed by the Title of this Bill? Will not this interesting, secret, and unexampled Diversion, if countenanced upon this Occasion, establish a Precedent big with Danger?

The Canal, by this Bill, proposed to be made from Wilden Ferry to the Mersey, is near 100 Miles in Length.

The western Part of the Trent, from Wilden Ferry to Burton (which is near 16 Miles) is *already* navigable un-
Extention below Burton,

der an Act of Parliament of the 10th and 11th of King William III.

The new Canal is intended to run parallel for sixteen Miles together with this Navigation, never more than a Mile Distance, but often less than half a Mile.

and North-
wich un-
necessary.

From Writton Bridge near Northwich to the Mersey, which is about fifteen Miles, there is an excellent navigable River which was made under an Act of Parliament of the 7th of King George the 1st. The proposed Canal is to run nearly parallel with this River for fifteen Miles together; in some Part of it within the Distance of one hundred Yards.

Public Utility is the Charm which is to conquer all Things; a Communication between Hull and Liverpool, and uniting the eastern and western Seas is an Enterprize which may have the public Utility for it's Object; but this Communication cannot [Messrs. Agents and Engineers say] be effected without beginning at Wilden Ferry and terminating at Runcorn Gap; by cutting the great Trunk between Burton and Northwich, (which would save these Projectors full forty thousand Pounds and preserve from Depredation two antient, established and effectual Navigations,) their Ideas of public Utility will not be answered. The Communication must not be opened, according to their Schemes, by the just Medium of the old Navigations:

A Capital of near forty thousand Pounds employed in these two Navigations is an Object beneath the Attention of these Gentlemen, who have not condescended even to treat for

a Compensation for the Injury that may arise to the Proprietors; but we trust, that they will be taught, by the wise and just Decision of Parliament, that no Man's Property shall be unnecessarily depreciated, nor large Estates wantonly devastated, to try a Project, whose Event is uncertain, depending upon *fallacious* and indefinite Estimates, and the Contributions of Numbers, who perhaps, *when more enlightened*, may abandon a Scheme, which they have been prevailed upon to assist, by plausible but erroneous Arguments of public Utility, and a glaring Deception of it's *real* Destination.

It may not be amiss to remark, that the Company of Proprietors by stopping at Preston Brook, seem to have conceded, that a further Limitation of their Plan may prevail; it is therefore hoped, that they will be confined between Burton and Northwich; let *that* be the Extent of the Canal; in a Tract of seventy Miles, they may find Room to employ their Money and to try an Experiment; and it may be equally just to extend a seasonable and friendly Concern to high and illustrious Personages, by setting Limits to dangerous and expensive Undertakings, and delivering them from the baneful Influence of interested and daring Projectors.

In Support of this Idea, Wisdom and Justice seem to dictate, that these Gentlemen should not be, on any Consideration, permitted, *at present*, to meddle with any Estates beyond Northwich or Burton, especially as they

own, that * “ the Water which is chiefly to support
 “ this Canal is to be drawn by a grand Cut to be
 “ made at Hare-Castle, twenty Miles South of Northwich;
 “ which is the highest Part in the Course of the Canal,
 “ and where the Water falls North and South, and where
 “ this Canal is to be carried above a full Mile under
 “ Ground.”

Suppose this Branch of the Project should miscarry, (and many People, who, in Point of Judgment, Capacity and Experience, equal *at least* the ablest of the Managers, are not clear in their Ideas of it's Practicability,) what a dreadful Situation will the Land Owners be in, whose Estates will have been separated, mangled, and perhaps spoiled, beyond all Possibility of Reparation?

Are not these Considerations, which should influence those who are invested with Authority, to keep a severe and jealous Eye upon so dangerous and so important Undertaking,— whose Fate thus entirely depends upon Speculation,

Is not the Preservation of a Tract of Land for thirty Miles, from insolent, cruel and unnecessary Devastation, an Object worthy of the Attention of Parliament? Is not a Delegation of Power to invade all Property indiscriminately, for seventy Miles together, enough to be entrusted with *any* Class of Undertakers *at once*?

* See Pamphlet Page 58.

Are these Gentlemen jealous, that when they shall have effected their Canal from Burton to Northwich, the Legislature in after Times will be less benign to them, and *unkindly* withhold from them an Authority to extend it at both Ends, when they will have clear and decisive Proof of the *Practicability* of their Scheme, the *Necessity* of the desired Extension, and the *real* public Utility which will flow from it? Are they fearful, that these weighty Considerations will not receive their merited Attention from a future Parliament? Or do they entertain such an overweening Affection for the Public, that they dread, that whilst they are cutting the great Trunk, some dire Calastrophe will destroy her Happiness, *the Trent* at the one End, and *the Weaver* at the other, become *dry*, and the *Navigations* *useless*, and consequently their darling Communication between Hull and Liverpool retarded, unless they can execute their whole Plan at once?

But let these Gentlemen be asked, Whether the Communication between Hull and Liverpool will not be, to all Intents and Purposes, as effectual, and every Consideration of public Utility answered, if the proposed Canal were to be confined between Burton and Northwich? Would not † "a great Expence be saved, and" many "needless Da-

† See Pamphlet Page 82.

" mages avoided ?" Does *public Utility* require any Junction with the Duke of Bridgewater ? Will not the Communication between Hull and Liverpool be *accelerated*, [if the Scheme be in it's Nature practicable,] were the Undertakers restrained to the Cutting of the Canal between Northwich and Burton ? What Necessity can be urged for passing a Law, for cutting the *whole* Canal, in this Session ?

Argu-
ments a-
gainst an
Exten-
tion.

The Owners and Trustees of the Burton and Northwich Navigations, alarmed at the impending Danger which threatens them, find themselves under an indispensable Necessity of laying their Case before Parliament, under *whose Faith* they hold their Properties, and *whose Protection* they are not conscious of having in any Instance forfeited. Without Patronage, without Connections, and without even wishing for any other Support than what the Equity and Justice of their Case demand, they trust, that their humble Remonstrances will procure them the Attention and Relief of Parliament, in whose Wisdom and Justice they have a dutiful and perfect Reliance. Tho' their Enemies are *mighty*, it is humbly presumed, that their Schemes require only to be clearly *understood*, in order to be *defeated*.

The Owners of the old Navigations conceive, that they ought to repel the invidious Imputation of bearing unkind Ideas to the great Scheme of opening a Communication between the Ports of Hull and Liverpool. They are bound in Justice to declare themselves sincere

and zealous Friends to that public, useful and arduous Undertaking; but they are free to contend, that the Plan now under Consideration is unfairly and unnecessarily extended; and they flatter themselves, that they shall neither incur Censure, nor provoke Resentment, by endeavouring to guard their Properties from unjust, capricious, and injurious Violation.

The Views of these Projectors, may, in some Degree, be penetrated, and their Arguments anticipated, by the *able* and *curious* Publications, which have, in *different Shapes*, appeared upon this Occasion. Such as are *worth* Notice will be remarked upon.

It is insisted, "that the Canal Navigation will be better
"than the River Navigation between Wilden and Bur-
ton;" but let it be observed, that the Navigation between
Burton and Wilden is, *in all Respects*, better than the Na-
vigation between Wilden and Gainfborough, which is near
ninety Miles; and the Argument holds much stronger for
extending the Canal even to Gainfborough, than for
stopping at Wilden Ferry.

below
Burton.

The Reason urged * "for falling in at Wilden rather
"than Burton" is "to avoid the Shallows, which greatly
"interrupt the Navigation on that River."

The Shallows are fewer in Proportion between Burton
and Wilden than between Wilden and Gainfborough;

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* See Pamphlet Page 57.

and the Boats which go from Burton are from thirty to forty Tons Burthen, and are to the full as large as any that are navigated from Wilden, Nottingham, or any other Place below Burton.

More Goods are carried upon an Average between Burton and Wilden than between Wilden and Gainsborough; and where any Lightning is necessary, it generally happens at the Shallows below Wilden Ferry.

Boats have frequently run from Burton to Gainsborough and back to Burton, which is two hundred and twenty Miles, in seven Days; the Voyage is performed in twelve Days, upon an Average, including two Days for loading and delivering.

In Order to diffuse ungenerous Prejudices, and to divert and mislead that sober Enquiry, which is so seriously desired, and is so essential to this great Subject, Insinuations have been dropt, that the Navigation between Burton and Wilden is a Monopoly; but let it be remarked, that this is a Consideration foreign to the Merits of this Bill; and those, who are intended to be affected by the Imputation, are far from wishing to shield their Conduct from a parliamentary Examination; and they engage to prove, that the Business of this Navigation is executed with Care, Fidelity, Dispatch, and *acknowledged Propriety*.

Trade may be carried on between Burton and Wilden with at least *equal Expedition*, and *considerably cheaper*, by the River, than it ever can be by the Canal.

* "The Reasons" [the Projectors say] "for preferring a Canal to a River Navigation are many and important. The Shortness of the Voyage on the former, which is protracted on the latter by the winding Course of the Stream; the Absence of Currents which in Rivers impede the upward Navigation, more than they assist the downward; and hourly undermine and wear away the Banks; and the Security from Mischief and Delay occasioned by the Floods."

Why will the Voyage be much shorter by a Canal than a River Navigation? Does not the Canal run down the same Valley with the River? Must not every great Winding of the River be nearly the same in the Canal? Will not a Voyage be made as soon on the River as on the Canal, Boats being assisted by the Stream downwards, and upwards frequently by Winds?

Must not the Mischief and Delay be the same, whether the Canal falls in at Wilden Ferry or Burton, as Boats can always work from Burton down to Wilden Ferry, ready to go forward from thence, by the Time the River is in Condition for Boats to work below Wilden? *Is not a Canal sooner affected by Frost?*

"An easier Draught" [Messrs. Projectors insist] "will be made for the Horses, as the Boats will in a Canal move nearer the towing Path; and the Advantage in choosing

“ high-Ground for the Locks, whilst, in the other Case,
 “ the Situation of them must be regulated only by the
 “ accidental Shallows of the Rivers; and in River Naviga-
 “ tions, the Locks being frequently erected on low Lands
 “ the neighbouring Meadows are thereby often rendered
 “ damp, and swampy.”

This grave and pitiful Argument is beneath Refu-
 tation.

“ It is also” [saythey] “ another Circumstance not unwor-
 “ thy of Notice in Favour of Canals, when compared with
 “ River Navigations, that as the Conveyance upon the
 “ former is more speedy, and without the Interruptions
 “ and Delays, to which the latter are very liable; Oppor-
 “ tunities of pilfering earthen Wares, and other small
 “ Goods, and stealing and adulterating Wine and spiritu-
 “ ous Liquors, are thereby in a great Measure prevented.
 “ The Losses, Disappointments and Discredit of the Ma-
 “ nufacturers arising from this Cause are so great, that
 “ they frequently chuse to send their Goods by Land, at
 “ three Times the Expence of Water Carriage, and some-
 “ times even refuse to supply their Orders at all, rather
 “ than run the Risque of forfeiting their Credit, and sub-
 “ mitting to the Deductions that are made on this Ac-
 “ count.”

As we are not yet let into the Secret, why Watermen,
 who work upon Canals, are necessarily honester than
 those who are employed upon Rivers, this Article must pass
 unanswered.

The next Advantages, which are recounted, are the Superiority over Land Carriage, [by an Estimate which indeed is widely exaggerated,] and the beneficial Communication of the neighbouring Counties; but surely these Gentlemen will not venture so far to insult common Sense, as to deny, that all these great, glorious and patriotic Consequences would follow, if the Canal should be confined between Burton and Northwich.

Is it contended, that the Navigation between Burton and Wilden is a bad one? Can it be *improved*, should the Water be taken out of the Trent *above Burton*, and not returned till it comes *below Wilden*? Does not every Brook and Spring, which are to be cut through, *now* empty themselves into the Trent? And if these are to be diverted into the new Canal, must not the Burton Navigation be extremely prejudiced by this irreparable Loss of Water?

Must not the Inconveniences of Floods and Reshipping be the same at Wilden as at Burton?

No Argument, *justly* and *fairly* drawn from Considerations of *public* Necessity, and *public* Convenience, can be produced in Favour of this Extention.

Will public Utility be promoted, by permitting the Company of Proprietors to demand a Tonnage of TWO SHILLINGS, between

Burton and Wilden Ferry, when the old Undertakers are entitled only to THREE PENCE?

Argu-
ments a-
gainst an
Extension
below
North-
wich

The Liverpool River to Frodsham Bridge (being about seventeen Miles) is naturally navigable; and the River Weaver from Frodsham Bridge to Northwich, (being about fifteen Miles) and from Northwich to Winsford Bridge, (about seven Miles more) is already navigable by Locks set upon that River; so that a Navigation from Liverpool is already extended towards the Trent near thirty-nine Miles.

This Navigation will completely answer all *public* Purposes, as the Tonnage will be very considerably lower than upon the Canal; heavy Goods from Liverpool to Winsford Bridge pay only ten Pence per Ton; others twelve Pence; and the highest only one Shilling and three Pence; and in nine Years more, it cannot exceed one Shilling per Ton.

A Communication between Hull and Liverpool may be more easily and more beneficially opened, by a Canal from Winsford Bridge by Checkley Brook, near Wrine-Hill, which may be extended by Stafford, below Shut-borough, to the Trent; or by Newcastle; or by Bur-nem.

The Advantages, which the *Public* would derive from a Communication between Hull and Liverpool, were it effected by the Canal, which has been hinted at, are many

and obvious. Suffice it *now* to observe, that the Tonnage between Winsford Bridge and Checkley Brook (which is twenty-one Miles) will not exceed one Shilling, and between Winsford Bridge and Frodsham Bridge (which is twenty-two Miles) one Shilling more; *in all, two Shillings*; whereas the Tonnage, for *forty-three Miles* upon the new Canal, may amount to *five Shillings and four Pence Halfpenny*. The whole *Freight and Tonnage* of heavy Goods from Checkley Brook to Liverpool (which is near *sixty Miles*) will scarcely amount to *six Shillings* per Ton!

A Canal from the Trent to the Port of Chester might be made at a much less Expence to the Undertakers, and less Prejudice to private Property, than the proposed Canal from Wilden Ferry to Runcorn Gap.

There are now between eighty and ninety Vessels, from forty to fifty Tons Burthen, employed upon the River between Liverpool, Northwich and Winsford; and some of the Vessels, after stopping and clearing out at the Custom-House in Liverpool, proceed to the Welch Coasts, and to Lancaster and Whitehaven.

Vessels between Liverpool and Frodsham Bridge come and return with the Tide, and sometimes make that Passage in three or four Hours; are usually about six Hours in passing between the lowest Lock near Frodsham Bridge and Northwich; and about the same Time between Northwich and Winsford Bridge. *They pass through a Lock in*

about five Minutes. Seventy thousand Tons of Goods, upon an Average, are carried yearly upon this River.

The Vessels could carry a much greater Quantity, and may be increased, if the Trade required it; but their Navigation must severely suffer indeed, if the Water of the River is taken from it, by diverting it's Streams into the new Canal; and no Water can be collected from Harecastle towards Runcorn Gap, but what must be diverted from the River Weaver.

If the new Undertakers will assert, that the Weaver Navigation is liable to Objection on Account of Floods, it may be answered, that this Inconvenience may effectually be removed, by making two additional Locks; and upon the whole, this Navigation is more commodious to the Public than any Canal can be; but this useful and advantageous Convenience cannot be long preserved to Society, if the Water is to be intercepted, and the Tolls destroyed, by this dangerous and ruinous Project.

It has been intimated, "that the River Weaver at Frodsham Bridge sometimes wants Water at neap Tides;" but this is by no Means peculiar to Frodsham Bridge; the Mersey at a considerable Distance below sometimes wants Water; and whenever Vessels can work to the Hemp Stones or Runcorn Gap, they may go to Frodsham Bridge and Northwich.

[This Idea we apprehend is started, merely to induce a Belief of *the Necessity* and *Expediency* of carrying the new Canal from Runcorn Gap over the Mersey to Liverpool.]

The Scheme of carrying the proposed Canal over the Mersey at Runcorn Gap, if not impracticable, is, at least in the highest Degree dangerous.

The Navigation at Runcorn Gap is a natural one; but it must be liable to the most fatal Interruptions, if an Aqueduct should be attempted to be carried over it.

The River is in that Part *five hundred and sixty Yards* wide; and at Spring Tides, the Water flows near *eighteen perpendicular Feet*. The Masts of Vessels of ninety Tons Burthen are near seventy Feet high; there is now scarcely Sea Room, and Vessels are sometimes driven upon the Sands. Now what must be the *Situation*, if an Aqueduct, supported by Piers and Arches, should be made there? Will it not necessarily ruin the Navigation of the Mersey from Liverpool to Warrington, Sankey and Manchester? Will it not expose Vessels of forty, fifty and sixty Tons, (which pass there near eight thousand Times a Year) to the most dreadful and incessant Dangers?

Were it either practicable or convenient to make an Aqueduct over Runcorn Gap, and continue a Canal to Liverpool, the Expence would necessarily occasion so high a Tonnage, that Goods would be always carried *cheaper* by the old Navigations.

To the Objections against this Branch of the Extention, We beg Leave to add an humble Conjecture, that the Proprietors of the Canal, proposed to be cut from the Trent,

were they at Liberty to pursue either their Inclination or their Interest, would most chearfully have joined the Weaver at Northwich, especially as Permission has been offered to them to navigate by that River to the Mersey at *six Pence per Ton*. This Junction would have relieved them of the most expensive and most invidious Part of the Enterprize. Every *real* and *fair* Advantage would have been secured to the Public; and if these Gentlemen cannot embrace this Proposition, it must be imputed to Difficulties foreign to their Wishes and the true End of their Undertaking.

Will not the Public be highly injured, if the Navigation between Witton Bridge and the Mersey (by the Canal) is liable to a Tonnage of ONE SHILLING AND EIGHT PENCE, when all Goods might be carried from the same Canal, by the River Weaver to the Mersey for SIX PENCE per Ton?

Superior
Advantages of the
new Canal from
Witton
Bridge,
to Manchester,
&c.

The Managers of this extraordinary Bill are fond of impressing an Opinion, "that a *new* Communication will be "opened with the eastern and northern Counties, were the "proposed Canal to meet the Duke of Bridgewater's at "Preston Brook." But are these Gentlemen ignorant, (or do they wish that others should be so) that a more effectual and advantageous Communication with Manchester, and even Stockport and Macclesfield, and all the great trading Towns in Cheshire, will be completed by the new Canal, which is intended to be made, by a Bill which has passed the honourable House of Commons, "for cutting a Canal directly from Witton Bridge to Knutsford, Macclesfield, Stockport and Manchester;" and which it is

not doubted will soon pass into a Law, as it *really* stands upon the laudable and immoveable Basis of public Utility?

If these Gentlemen should presume to controvert this Point, or endeavour to establish an Argument in Favour of *their own* Navigation from Witton Bridge to Preston Brook, and along his Grace's Canal to Manchester, on Account of there being no Lock, it has been observed, *that a Lock may be passed in about five Minutes*; and it is irresistibly evident, that Boats may go from Witton Bridge to Manchester, by this Canal, with nearly the *same Expedition*, and at the *same* Expence in *Freightage*, and with a *Saving of more than thirty per Cent. in the Article of Tonnage*.

The Subscribers to the new Canal are entitled only to a Tonnage of *two Shillings and six Pence* from Witton Bridge to Manchester; and only *two Shillings and three Pence* to Stockport; whereas by the proposed Canal from the Trent, a Tonnage of *one Shilling and three Pence* may be demanded from Witton Bridge to Preston Brook; and the Tonnage upon any Part of his Grace the Duke of Bridgewater's Canal is full *two Shillings and six Pence* more.

These Projectors should be reminded too, that by the Canal which is to be cut directly from Witton Bridge to Manchester, a *new and very useful* Communication will be opened with the north-east Parts of the County of Chester; that the greatest Part of the County, through which this Canal is to be cut, is very populous; where several valuable Manufactures are carried on; that many Articles of these Manufactures may be more easily con-

veyed to Liverpool, and from one Market-Town to another; that it will facilitate the Conveyance of all Merchandize between the River *Weaver* and the Towns of *Knutsford* and *Macclesfield*, and from thence to the adjacent Parts of *Derbyshire*;—of Salt from *Northwich*, to *Knutsford*, *Macclesfield*, *Stockport* and *Manchester*;—of Wheat, Flour and Oat-meal, and other Produce, to *Stockport* and *Manchester*, for the Supply of those Markets, and the adjacent Towns and manufacturing Countries;—of Coals from the Collieries at *Norbury* and near *Stockport*, to that Town, and to *Macclesfield* and *Knutsford*;—of Lime from *Macclesfield* to *Manchester*, *Stockport*, *Knutsford* and *Northwich*, and the adjacent Countries, for Building, and the Improvement of Land;—of Slate and Flag from the Quarries near *Macclesfield*, and of Stone and other Materials for the Repair of *Highways*;—and will be attended with many other Conveniences, which cannot arise from the Canal from the *Trent*, or from the Duke of Bridgewater's Canal, *even though a Branch was to be made from Cheadle to Macclesfield*;—in a Word, that it will produce all the *real* and extensive Advantages of an inland Navigation, without being liable to an Imputation of *Oppression* and *Injustice*, by cutting a Canal, parallel for many Miles with an old and useful Navigation.

This Navigation will neither obstruct the Canal from the *Trent* (which it crosses a Mile from *Witton Bridge*) nor the Duke's near *Stockport*; as the Bill directs, "that the Canal from *Witton Bridge* be made *nineteen Feet below* the *Trent Canal*, and *twenty Feet above* his Grace's, at the Places where they are to cross."

A Cut from Cheshire to Manchester has been proposed, with the evident View of preventing a Communication between the Navigation of the Weaver and the several Towns which have been mentioned, and between those Towns with each other; and the Owners of Collieries in and near Norbury, from supplying those Places with Coals, to the Prejudice of his Grace, who by his own Act is under no Restraint as to Price, beyond Manchester.

Is it either just or reasonable, that the Duke should extend his Canal, at his Pleasure, through the Lands of Gentlemen in Cheshire, in order to bring his Coals to a better Market; and these very Gentlemen be denied the Liberty of making a Canal to supply their Neighbours with their own Coals, which they might afford to sell at a much cheaper Rate? Are not the *Norbury Coals*, though brought to *Stockport* by Land Carriage, sold as cheap as the Duke's at *Altrincham* or *Manchester*? Will not the Owners of the Collieries in and near *Norbury*, be able to reduce the Price of Coals at *Stockport*, and the adjacent Country, when brought by the proposed Canal? Could they not supply the adjacent Country, much cheaper than the Duke?

Is the Duke's boasted Reduction of the Price of Coals at *Manchester* from four Pence to three Pence half Penny per Hundred, the Effect of *Choice* or *Necessity*? Are not other Coals, with which great Part of that Town is now supplied, brought there by Land Carriage?

Is not the Duke, by Reason of his high Tonnage, likely

to continue the sole Carrier upon his own Canal ; and must he not become the sole Carrier upon all Branches from it ?

May not his Grace's Agents, if Branches be thus multiplied from his Canal, (*abusing his Confidence*) by Degrees, monopolize the Corn, Flour, Meal, and other Necessaries, dispose of them at his own Warehouses, without bringing them to Market, and make his Grace's exclusive Privilege of Water-Carriage the Instrument of the most outrageous Exactions ?

Might not his Grace's monopolizing the Canal Navigations of these Countries, be *one Day*, the Source of the most extensive and alarming Inconveniences ?

The peculiar and undeniable Superiority of the Canal that is proposed to be cut directly from Witton-Bridge to Manchester, is the establishing a *new Communication* ; and the Duke of Bridgewater's Canal, (if it were to be diverted to the Mersey above, or to the Weaver below, Frodsham Bridge, instead of terminating either at the Hemp Stones or Runcorn Gap) may easily communicate with the Canal, which is intended to be cut from the Trent, should the Wisdom of Parliament fix it's Boundaries between Burton and Northwich ; and rescue two established Navigations from Ruin, and thirty Miles of Land from hostile, unnecessary and grievous Incurfions.

The Duke of Bridgewater's Panegyrists loudly extol the Generosity of his Grace in " extending his Canal from Sale Moor to Stockport, *about seven Miles*, without the " Consideration of any additional Tonnage ;" and for

which he has obtained an Act of Parliament in this Session, *without any Opposition*. But surely these Gentlemen ought not to have *concealed*, that by this very Act his Grace is entitled to the same Tonnage, for these seven Miles, as from Mancheller to the Hemp Stones; and they should have *added*, that the whole Tonnage of two Shillings and Sixpence is payable, if a Vessel so much as touches upon any Part of his Grace's Canals. We are anxiously desirous to do Justice to the personal Worth of his Grace, and have too high a Sense of it, to harbour even a Suspicion, that he would deign to accept a Compliment, which is founded in Fallacy.

Conjectures as to the Views, which are to be answered by the Extension.

The Extension, which is now opposed, we do not hesitate to repeat, neither is nor *can be* supported by a *single* Argument, fairly drawn from Considerations of public Justice, public Necessity, or public Convenience; but we could easily assign *private* Reasons in Abundance; some of which it behoves us to mention.

It cannot be doubted, that his Grace the Duke of Bridgewater, by not locking down at the Hemp Stones, according to the original Termination of his Canal, will be relieved of an Expence of many thousand Pounds; and it is equally certain, that his Grace, by keeping so high a Level, cannot mean to incur this Expence, by locking down at Runcorn Gap, where he now wishes, that his own and the new Canal should terminate; because Boats, which are navigated upon the Canal could not live there; and it must evidently be his Grace's Intention only to crane the Goods down for the present; and in

after Times, to carry an Aqueduct over Runcorn Gap, and to continue his Canal to Liverpool; a Project, which we apprehend must necessarily involve the Destruction of all the Navigations, which now communicate with this Branch of the River Mersey.

Are not Wisdom and Justice called upon to preclude all flattering Expectations of Countenance to this mighty but dangerous Enterprize, by preventing the proposed Canal from being carried at an enormous Expence, to Runcorn Gap, with such an Object avowedly in Contemplation?

Add to this, by his Union with the Trent Canal at Preston Brook, his Grace will not only entirely command the Carriage of Salt and all other Goods, which shall be navigated from Middlewich to Manchester, [if the Scheme of cutting a Canal directly "from Witton Bridge to "Knutsford, Macclesfield, Stockport, and Manchester" should, *contrary to all Expectation*, miscarry;] but by this very Bill a new Tonnage is given to him upon all Goods, which shall be carried by the Trent Canal to the River Mersey, or down his own Canal to Manchester. In Fine, if this unfortunate Extention should take Place, and the other Communication (*by any unforeseen Accident*) be defeated, his Grace must necessarily engross all the Canal Carriage of these Countries.

These are a few of the many *private* Advantages which will result from the Extention; but we flatter ourselves, that it is incontestibly clear, that it has no Foundation either in *public Utility*, or *public Justice*.

Should it be asked, What have the Proprietors and Trustees to fear, if Business can be done better and cheaper by the old Navigations than by the Canal? They beg Leave to answer, that the Company of Proprietors may engross the Freight upon the Canal between Burton and Northwich, and consequently carry all the Goods below the old Navigations; the Effects of which are too obvious to need Explanation.

We cannot dismiss these Considerations, without taking Notice of the very singular Fallacies, which were made Use of, in order to procure a public Sanction to this grand Enterprize.

Fallacies
of Engi-
neers &c.

At the public Meeting, on the 30th of December, the Country Gentlemen were allured with an Expectation of the proposed Canal going nearly in a Line from Hare Castle to Agden.

Great public Advantages would have flowed from this Destination; which Gentlemen imagined they were promoting. By this Course, many thousand Pounds would have been saved; and none but the Agents and Engineers (whose Work would have been sooner completed) have suffered; and perhaps they themselves would have found very handsome Recompence by their Coal, from the Mines and Estates, which they have purchased near Hare Castle, in Expectation of this new Canal being cut from the Trent to the Mersey.

Thus was public Approbation snapped by a most intolerable Piece of Disingenuity ; and if these extraordinary Projectors are solicitous to efface the Imputation, and to " assert their Right to general Confidence ; " let them be asked, Why in the very Title of this Bill, as it now stands, is the Course of the Canal carried " to or near Lawton and " *Astbury*," when it is not really intended to reach within four Miles at least of *Astbury* ? Is this Expression retained, merely to continue the Delusion, and, by a dextrous Ambiguity, to lull the Country Gentlemen into a Belief, that the Canal will still be carried to Agden, according to its original Designation ?

Were they afraid to name, either in their Petition, or in the Title of their Bill, any Town beyond *Astbury*, lest the Fallacy should have been detected ?

This Branch of the Scheme would have eminently assisted the Purposes of *public Utility*, though at the Expence of *private Interests*, too considerable and important to be easily resisted ; in the first Place, his Grace the Duke of Bridgewater could not have secured to himself Advantages, equal to his meeting the Canal at Preston Brook ; where all the lucrative Tonnage must necessarily center ; besides, by carrying the Canal over the *Mersy* near Agden, it would run through a Coal Country, and might give Birth to a disagreeable Competition with his Grace's Coal Trade.

It is Matter of general Amazement, that any Set of Gentlemen should venture to apply to Parliament to carry a

Project into Execution, which must unavoidably produce such terrible and extreme Consequences to private Property ; — without having previously made an actual Survey ; — and without apprizing those, who are likely to be affected, otherwise than by a Series of *imperfect, erroneous, fallacious and inconsistent* Plans, laid down by a Scale of only a Quarter of an Inch to a Mile. — Ought not a Plan to have been made upon a Scale of at least one Inch to a Mile ; — describing with minute and exact Precision the true Course and Windings of the Rivers and of the Canal, — the Extent of each Person's Property which is to be cut through ; — the Quality of the Land ; the Distances from the Mansion Houses of Gentlemen of Fortune ; — with the Levels clearly ascertained, and the Expence of cutting this Canal ; and Calculation of the Quantity of Goods to be carried from different Places, estimated ; in order that the Rate of Tonnage might be equitably and justly fixed ?

Seeing what they see, have not Gentlemen every Reason to be jealous of the extraordinary Powers which these Projectors are likely to be invested with ? *Who* will be able, in the present indefinite State of Things, to check or controul them, if they should presume to deviate from what they *now* find it convenient to avow *for a Day* as the real Course of their Canal ? Are or can they be restrained from elbowing, at their Pleasure, “ to meet any Spring, “ Brook, Stream or Watercourse, within the Distance of “ five hundred,” or even five thousand “ Yards ? ”

Are they not at full Liberty to cut and vary the Course of their Canal, where they please, provided it goes near

“ Wilden Ferry, to or near Swarkstone and Willington,”
 “ ———“ Whichnor, Rudgeley, Stone and Burslem, and
 “ through or near Lawton, Astbury, Middlewich and
 “ near Northwich, to the River Mersey ?

Might not this Authority, thus uncircumscribed, be used as a Rod to terrify a stubborn Freeholder, bravely engaged in Defence of his Property, into an Acquiescence under the most dreadful and arbitrary Impositions ? We shall not enlarge upon this Point ; We shall leave Gentlemen to consider the Consequences.

Can human Wisdom, under these Circumstances, form any Estimate, which is, can, or ought to be depended upon ? Was not the Sum of *one hundred and one thousand* Pounds named at the Meeting at Wolsley Bridge as the Extent of the Expence ? Has not a *great, able and accurate* Engineer since informed us, “ that the Estimate will amount to *one hundred and thirty three thousand* and ELEVEN HUNDRED Pounds ?”

The Bill indeed permits these Gentlemen to go as far as one hundred and fifty thousand Pounds ; but have they been acquainted, that their wise Engineer has valued Land at ten Pounds per Acre, which is beyond all Dispute worth FORTY GUINEAS ?

Let them pause for a little upon the Credit, which is due to their Estimate before they embark in this very difficult Undertaking ; they doubtless will find, (and perhaps by this Time are sensible) that it is *their true* Interest, to postpone the whole Scheme till another Season.

Surely these Gentlemen are not so vain as to flatter themselves, that when their Estimates shall have been found widely disproportionate to the real Expences, and their Thousands will have been dissipated, in an ineffectual Attempt to cut through and procure sufficient Water from Hare Castle, they shall be able, *by cutting their Canal at both Ends*, to repair this sad Misfortune, at the Expence of the old Navigations. If they indulge such chimerical Expectations, We are bold to testify our perfect Confidence, that by this Bill, all these unjust and ridiculous Hopes will be precluded; that these Gentlemen will not be entrusted, upon this Occasion, with any Authority to go below either Burton or Northwich. When they shall have cut this great Trunk; (and we shall not tremble much, if our Misfortune is not to visit us till that Day;) when they shall have completely opened a Communication between Hull and Liverpool, which this just and necessary Limitation of their Plan will undoubtedly hasten; then, loaded with Merit and Honour, let them apply to Parliament, for Leave to make the Extension; when they would certainly meet with the *Reception*, which will be *due* to them.

Canal to
be first cut
between
Burton
and
North-
wich.

If the Proprietors of the new Canal should not be tied down in this Article, by the most solemn Restrictions; the old Navigations must be exposed to certain and irretrievable Ruin; and the Communication between the Ports of Hull and Liverpool, *by Means of this Canal*, in all human Probability left uncompleted.

These are Considerations which we comfort ourselves will meet with the peculiar and watchful Attention of Parliament ; who will not suffer the Property of the meanest Individual to be unjustly sacrificed.

It is upon these Principles, that the Owners and Trustees of the Burton and Weaver Navigations implore Protection in this critical and decisive Conjunction—They have undertaken to demonstrate, that their Properties *may remain untouched and unviolated* ; and no System of *public Utility be interrupted*.

Free from every Impression of private Malevolence, they are anxiously desirous of guarding these humble Considerations, against every possible Construction of a personal Attack upon his Grace the Duke of Bridgewater ; to whom they bear that just Veneration and Respect, which are due to an high and exalted Character ; and they know, that his Grace is actuated by Sentiments too noble and too generous, to suffer his Indignation to be enflamed by an Opposition which Duty, Interest and Necessity have combined to dictate ; or by a Denial of his Grace's *exclusive Right to Canal Navigations*.

Far from harbouring any Idea, in the remotest Degree, unfriendly to the many great, illustrious, and truly laudable Enterprizes of that Nobleman, we only wish to confine them within *just and proper* Limits ; and we presume to hope, that the *Splendor* of his Projects will not intercept a *just* Attention to the *Consequences* of them. But if Engineers have encouraged a Profusion of Expence in former Schemes, which have not answered, surely they ought not to retrieve their Miscarriage, (however essential

to a Continuance of Favour and Confidence,) with the
Vitals of innocent Individuals.

The Owners and Trustees of the old Navigations beg
Leave, in all Events, to submit, " that the Tonnage,
" collected by the Company of Proprietors, ought to be
" equal, through the whole Canal, for every Species of
" Goods ; with some particular Exceptions.

Tonnage
should be
equal for
every Spe-
cies of
Goods.

The Bill provides for fixing an equal Tonnage, through
the whole Canal, at the first Meeting of the Proprietors ;
and authorizes them to fall and raise them as Occasion
should offer ; with Concurrence of Commissioners.

If these Gentlemen should succeed in fixing *different*
Tolls on *different* Species of Goods, a dreadful Extent of
Mischief must follow ; because by imposing a very low Ton-
nage for all the *staple Articles* of the old Navigations, they
must necessarily be stripped of all their Trade ; and when
these are irreparably destroyed, and every Possibility of
Contest ceases, a *friendly* Meeting of Commissioners may
raise and even perpetuate the Tonnage, at the highest
Price which the Act of Parliament authorises,

The old Navigators implore, that this capital Regula-
tion may be made under the Auspices of Parliament, and
that this very extensive Proposition will not be entrusted
with interested Proprietors, controuled only by Commis-
sioners, who may be *liable at least* to the Assaults of *extra-*
neous and dangerous *Solicitations*.

If the Proprietors shall be pleased to assert, that it is not now practicable to ascertain the Tolls which are to be collected, and that an equal Tonnage cannot with Justice be extended to all Articles indiscriminately; permit us to answer; fix your Equality, with as many Exceptions as ought to be enumerated; but if you are not prepared to ascertain the Tonnage; postpone; come again in another Session; but you will not presume to put the Expence of soliciting this Bill in Competition with the whole Property of the two established Navigations; and we ardently trust, that our ALL will not depend upon the Decision of any other Judicature than a British Parliament.

Proprietors
ought
not to be
Navigators.

The Company of Proprietors ought not to be formed into a Company of Navigators beyond a certain Number. Intuition shews the Necessity and Utility of this Provision. Proprietors of Tolls, (by consolidating Tonnage and Freightage in one Charge) might take an inferior Tonnage upon Goods navigated by themselves; and full Tonnage upon all others; and would consequently monopolize the Freightage of the whole Canal; for *who* could carry Goods upon equal Terms with those who can make a considerable Deduction in the Lock Dues?

The Public must conceive very advantageous Expectations of the Utility of an inland Navigation between Hull and Liverpool, when they are informed, that the Freight of Goods will necessarily amount to forty Shillings per Ton.

UPON THE WHOLE, it is hoped, that the Consideration of this very important Bill will be postponed :

Summary
of Objec-
tions.

Because the very Practicability of the Scheme is doubtful.

Because the *Whole* of the Undertaking has been neither considered, nor disclosed at any public County Meeting.

Because the Country has been deceived, as to the real Course of the Canal; and it cannot be known, with Precision, whose Lands will be cut through.

Because the Diversion proposed in Favour of the Duke of Bridgewater is irregular, unparliamentary, foreign to the Nature and Title of the Bill, and may establish a Precedent dangerous to Property.

Because extending the Canal either beyond Burton or Northwich is not founded in Necessity, nor supported by Considerations of public Utility.

Because this Extention is unjust, and will involve two effectual Navigations, established under the Faith of Parliament, in certain and irreparable Ruin.

Because this Extention could only be desired for private Views, or to make a more lucrative Job for Engineers.

Because an effectual Communication between Hull and Liverpool may be completed, without this Extention.

Because the Confining of the Canal between Burton and Northwich will not only considerably accelerate the Communication between Hull and Liverpool, but will prevent an enormous Expence, and preserve the old Navigations from Injury, and thirty Miles of Land from unnecessary Mutilation.

Because if the Canal stops at Northwich, a *new, cheap and expeditious* Communication with Manchester will be opened, by a Canal, which is to be cut directly from Witton Bridge.

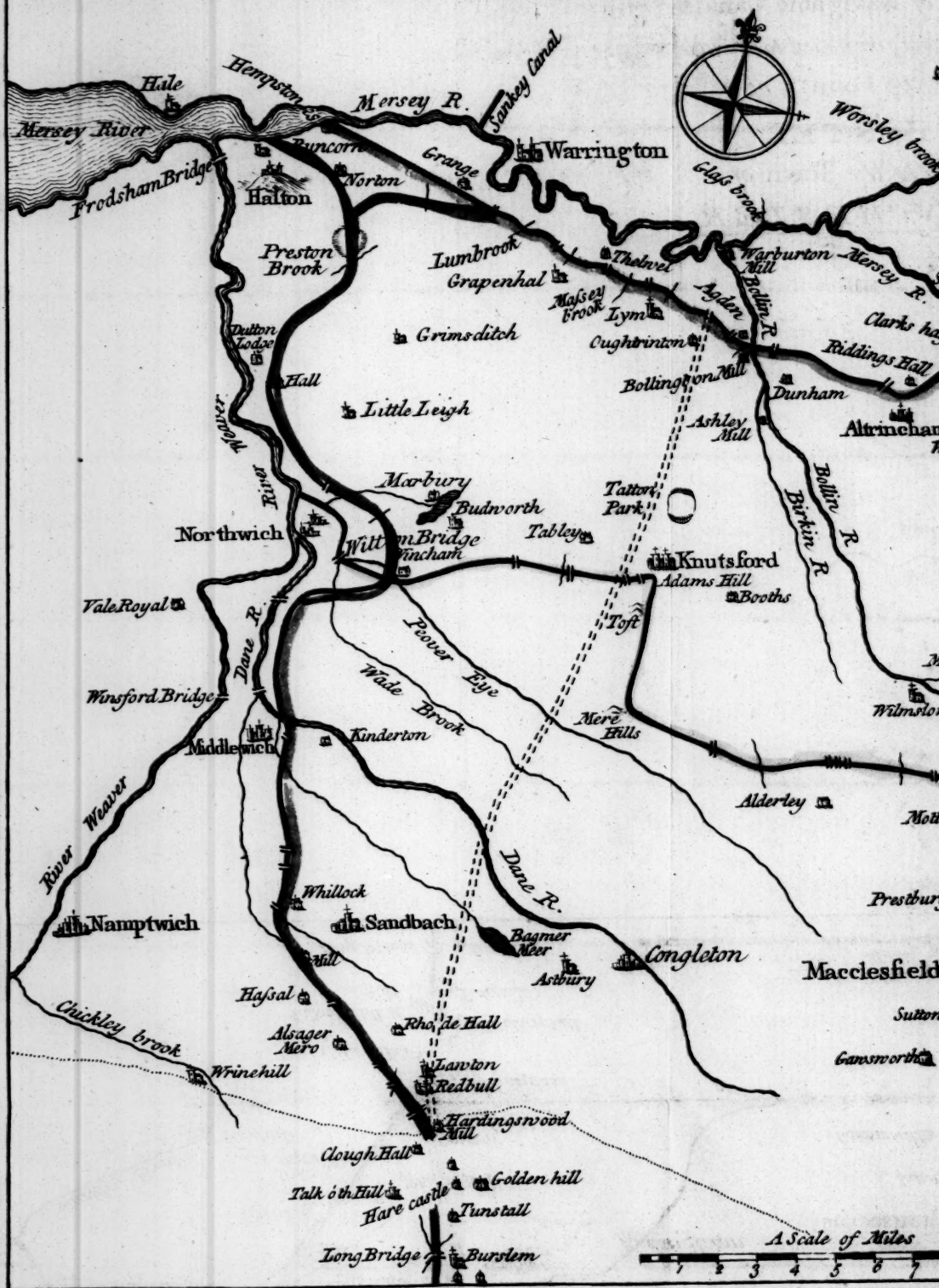
Because the Duke of Bridgewater might divert the Termination of his own Canal to the Mersey above, or to Weaver below Frodsham Bridge, and open *another* Communication with the new Canal and Manchester.

Because no actual Survey has been made, nor correct Plan taken, nor any fair Estimate formed ; nor can the Undertakers themselves be aware of the Expence which they may be liable to.

Because the Course and Termination of the Canal being neither clearly known nor properly fixed, a Power of varying five hundred Yards may be attended with *fatal* Consequences to Individuals.

Because it would be dangerous to precipitate in this Session, a Bill of this Magnitude, which has received no previous, local Deliberations.

Because an eager Solitude for carrying this great and complicated Bill, in all Events in this Session, must flow from a Jealousy, that the Scheme would be generally disapproved, and the Subscribers revolt, if a public Opportunity were given of examining and discussing the full and real Tendency of it, with an Attention and Severity equal to it's Importance.



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CHEST
and to the T
MANCHE

The Duke of Bridgewater
already made .
His Canal to be made .
The proposed Canal from
to Knutsford, Macclesfield

His Canal to be made.

—Part of the Canal from the Trent to the Mersey.

of Miles



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